

Lance Shaw - Alameda County Airport Land Use Commission Resolution for the Russell City Energy Center

From: "Horvath, Cindy, CDA"
To:
Date: 8/16/2007 2:15 PM
Subject: Alameda County Airport Land Use Commission Resolution for the Russell City Energy Center
CC:
Attachments:

Dear Mr. Kramer,

Attached please find the Alameda County ALUC Resolution for the Russell City Energy Center project. The Commission would like to express its appreciation to the CEC for keeping the record open on the RCEC Project until August 17 to receive its findings.

Please call me if you have any questions.

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| DOCKET | |
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| DATE | AUG 16 2007 |
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**THE AIRPORT LAND USE COMMISSION OF ALAMEDA COUNTY
HAYWARD, CA**

RESOLUTION 01-2007 – AT A MEETING HELD AUGUST 15, 2007

Introduced by: Morris
Seconded by: Lockhart

WHEREAS, County Airport Land Use Commissions (ALUCs) were established pursuant to the State ALUC law (Public Utilities Code Article 3.5, State Aeronautics Act, Section 21661.5, Section 21670 et seq., and Government Code Section 65302.3 et seq.) to protect the public health, safety, and welfare by promoting orderly expansion of airports and adoption of land use measures by local public agencies to minimize exposure to excessive noise and safety hazards near airports, and

WHEREAS, state law authorizes ALUCs to coordinate planning at the state, regional and local levels; to prepare and adopt airport land use plans; and to review and make recommendations concerning specified plans, regulations and other actions of local agencies and airport operators including General and Specific Plan amendments, adoption of a Zoning Ordinance or Rezoning, adoption of Building Regulations, revision of Airport Master Plans, and approval of plans to construct a new airport/heliport, and

WHEREAS, Calpine Corporation is proposing to develop the Russell City Energy Center (RCEC) that would be a base-load, 600 megawatt, natural gas-fired power plant, with a nine-cell cooling tower (64 feet tall), and two 145-foot-tall heat recovery steam generator stacks, and

WHEREAS, the power plant would generate invisible high-velocity, high-heat thermal plumes in the Hayward Airport airspace, and

WHEREAS, the RCEC project would be located 1.5 miles from the Hayward Executive Airport within the Airport Influence Area (AIA) for the airport as defined by the Airport Land Use Commission (ALUC) of Alameda County, and

WHEREAS, California Energy Commission (CEC) staff have published a Preliminary Staff Assessment on potential impacts to Hayward Airport operations which concluded that the thermal plumes from the cooling tower and heat recovery steam generator stacks will disturb airspace stability to more than 1,000 feet above ground level (AGL), and

WHEREAS, the (CEC) has asked the ALUC to provide an opinion on the question: "Does the ALUC consider the proposed RCEC plumes an aviation safety hazard?", and

WHEREAS, the FAA *Safety Risk Analysis of Aircraft Overflight of Industrial Exhaust Plumes* Study recommends, among other mitigation measures, amending FAA Order 7400.2 to consider a plume generating facility as a hazard to navigation when expected flight paths pass less than 1,000 feet above the top of the object, and

WHEREAS, the California Department of Transportation Division of Aeronautics has stated that it concurs with the CEC staff assessment regarding the potential for a hazard to aviation safety for low altitude flights below 1,000 feet AGL over the thermal plumes that would be generated by the RCEC project in its currently proposed location, and

WHEREAS, The 2002 Hayward Airport Master Plan forecasts an increase in total general aviation operations of approximately 3,350 flights per year, or 280 flights per month between 2010 and 2020 over current operation levels, and

WHEREAS, the expected increase in flight operations for the Hayward Airport represents an increase in aircraft overflight of the thermal plumes to be generated by the proposed RCEC project, and

WHEREAS, the airspace in the vicinity of the Hayward Airport is already restricted due to Noise Abatement Flight Procedures, and

WHEREAS, a mitigation measure that would alter the flight pattern to avoid the thermal plumes generated by the RCEC project is not feasible because it would further restrict the limited airspace, and

WHEREAS, the ALUC has held meetings on July 18 and August 15, 2007 in which this issue was discussed and testimony taken from all interested parties,

NOW THEREFORE BE IT RESOLVED that the Airport Land Use Commission of Alameda County discussed their concerns regarding thermal plumes of the proposed RCEC project relative to aviation safety at the Hayward Executive Airport and makes the following three findings:

1. The Commission recommends an alternate site for the proposed project.
2. If the project is approved at the currently proposed site, that the City of Hayward request that the FAA issue a Notice to Airmen (NOTAM) advising pilots to avoid overflight of the plant.
3. If the project is approved at the currently proposed site, the Commission recommends implementation of Traffic and Transportation Condition of Certification #10 contained in the California Energy Commission Staff Assessment of the Amendment of the RCEC, and additional mitigation measures which include the following:
 - Have the FAA revise any instrument approach that currently directs aircraft directly over the power plant at low elevation
 - Revise the San Francisco Sectional Chart to include a marker showing where the plant is located and adding a recommendation about avoiding overflight
 - Add a new remark to the airport surface observing system (ASOS) equipment that advises pilots, as they approach or depart the airport, to avoid direct overflight of the RCEC
 - Add a marker/remark in the Airport Facility Directory indicating the location of the RCEC facility
 - Have the FAA issue an advisory that a special security TFR (NOTAM FDC 4/0811), strongly advising pilots to avoid flight over or in the proximity of this facility, applies to this location

- Install air traffic hazard lighting at the top of each of the facility's exhaust stacks and non-elevated lights at each corner of the facility that would be visible to an aircraft in flight. Lights shall be operated 24 hours a day, 7 days a week
- Advise the Hayward Executive Airport air traffic control tower, in writing, at least 10 days in advance of any planned tests or start-up procedures that would produce a thermal exhaust plume and prior to the start of normal operations

ADOPTED BY THE FOLLOWING VOTE:

AYES: LOCKHART, HAURI, GROSSMAN, MORRIS

NOES: NONE

ABSENT: NEEDLE, KAMENA

EXCUSED: NEEDLE

ABSTAINED: PERIERA

SIGNED:

DATE:



8/16/07

STEVE GROSSMAN

CHAIR, ALAMEDA COUNTY AIRPORT LAND USE COMMISSION

**CHRIS BAZAR, ADMINISTRATIVE OFFICER
ALAMEDA COUNTY AIRPORT LAND USE COMMISSION**